National Funding Levels

At Least \$300B Overall \$295B Contract Authority \$286.5B Guaranteed

At Least \$245B Highways \$241B Authorized

At Least \$55B Transit \$52.6B Authorized

Dwight began by reviewing changes that will be enacted in the recently passed federal reauthorization bill -- SAFETEA-LU. He noted that this bill is a 6-year reauthorization and that the first 2 years are past, thus discussions are already beginning for the next authorization bill.

## National Funding Levels

Program	Amount (B)	Percent of Title I Authorizations	
Core Programs	\$196.9	84%	
In-Scope	\$216.5	92.3%	
Earmarks	\$19.4	9.7%	
New Programs	\$0.7	0.37%	

- Earmarks: HPPs (in scope), Projects of National and Regional Significance, TIPs, other named projects
- New Programs: Safe Routes to Schools, Highways for LIFE, Truck Parking Facilities, Freight Intermodal Distribution Pilot

The good news is that SAFETEA-LU authorized a 30.32% overall increase in funding. Contract authority has a guaranteed \$286.5 billion, highways \$241 billion, and transit \$52.6 billion. Core programs now include safety. Earmark projects (national and regional significance, TIPs, etc.) are eligible for 9.7% and New Programs including Safe Routes to School, Freight Intermodal Distribution Pilot, etc., are eligible for 0.37%.

2

Policy Recommendation

SAFETEA-LU

Comments

Future of the Highway Trust Fund

Commission to examine future program and funding issues

Tax evasion enforcement

Congress recognized the funding for the Highway Trust Fund is decreasing, so commissions to examine the future of the Highway Trust Fund and future revenue needs were authorized. Design-Build restrictions were removed and Bridge Preservation is now eligible for repair funding.

Policy Recommendation	SAFETEA-LU	Comments
Tonoy recommendation	On FIER ED	Comments
Design-Build	✓	Restrictions removed
Bridge Preservation	1	Now eligible
Retroreflectivity	х	Requested change not made
Commercialization of	x	Partial success with Truck Idling Reduction Facilities

National Transit

Policy Recommendation SAFETEA-LU Comm

6

4

5

Policy Recommendation	SAFETEA-LU	Comments	
At least \$11B for transit by FY 2009	✓	\$10.3B for transit by FY 2009	
Preserve guarantees	✓	General fund and trust fund monies	
Retain 20% matching rate on projects	✓	Includes New Starts	
Increased funding for transit in rural areas	✓	85% increase in 5311 program	
Transit Cooperative Research Program	✓	\$9 million/year	

The National Transit funding saw increases in many programs-20% match retained, 85% increase in 5311 (rural area transit). Idaho's Transit program could see as much as a 200% increase in some programs.

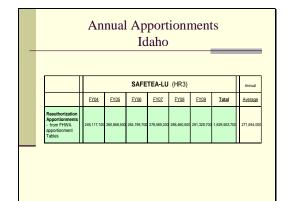
National Highway Safety				
Policy Recommendation	SAFETEA-LU	Comments		
Highway Safety Improvement Program	✓	Infrastructure safety to increase to \$1.3 billion/year by FY '09		
Comprehensive Highway Safety Plan	1	Operational CHSP by Oct. 2007 minimal sanctions		
Funding Flexibility	✓	10% flexibility		
Separate safety and security planning factors	~	Enacted		

The National Highway Safety Program focused on each state having an operational Comprehensive Highway Safety Plan by 2007 and allowed grater funding flexibility.

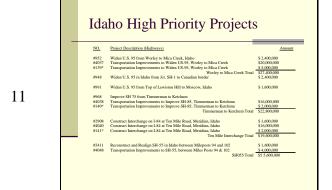
National Highway Safety				
Policy Recommendation	SAFETEA-LU	Comments		
Rural Road Safety		\$90 million/year		
Safe Routes to School		\$183 million/year by FY '09		
0.08 BAC	x	Codified into Title 23		
Consolidate Section 402 Safety Grants	1	Grows to \$235 million/year by 2009. Streamlined application process		

The Rural Road Safety program was included and is especially important as it recognizes that 2-lane/rural roads have 2½ to 3 times the fatality rate.

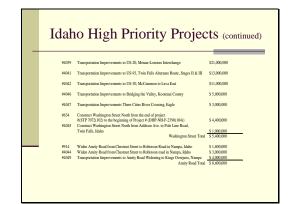




Idaho's average annual apportionment is estimated at \$271 million.



Additionally, a list of High Priority Projects (\$158,062,000) is included. Projects #139, #140, #141, #142, and #143 (\$10 million) are in additional to our formula apportionments. Additionally, the funds for project #652 are allocated directly from FTA to Valley Ride regional transit authority.



The funds are included in the draft STIP. Idaho received a 30.32% reauthorization increase, which is the all-states average. The 90.50% (minimum allocation) states were raised to 92% rather than their requested 95%.

Idaho High Priority Projects (continued) 13

Idaho High Priority Projects (continued) 14

FHWA – States Rate of Return